

From: [REDACTED]
To: [Manston Airport](#)
Cc: [REDACTED]
Subject: Determination of the development consent for the proposed reopening of Manston Airport, Isle of Thanet, Kent
Date: 13 June 2021 20:45:00

For the Attention of: Manston Airport Case Team

Dear Ms Kopala,

Reference: Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010

Reference: Re-determination of the Application by RiverOak Strategic Partners Limited (“the Applicant”) for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.

Following BREXIT the United Kingdom continues to face a crisis of providing sufficient capacity in and around London and the south east to meet the demands of our importing/exporting industry at current airports.

- Without undue Government delay, the reopening of Manston can help to alleviate this shortfall in the United Kingdom’s air cargo capacity by coming on line far earlier than any future expanded London airport
- An operational Manston has been costed at approximately £0.5 billion and with a short time scale to become operational; whereas, LHR expansion remains long term and according to the House of Commons Briefing Paper Number CBP 1136, 22 January 2018, will cost £17.6 billion (based on 2014 prices). Moreover, the Airports Commission estimated further costs for surface access improvements of £5 billion with a further £2.6 billion on community support, insulation, and respite from noise. In addition, the operator would need to raise between £22.1 and £27 billion of debt finance and £5.5 and £7 billion of equity funding. Manston is a fast stop gap with a huge potential for expansion. These figures are now dated and would need to be up-rated)
- Manston already has a good road, rail supporting infrastructure, which RSP have promised to fund improving even further.
- RSP have promised to employ local people in the course of the total refurbishment of the airport and in the future operation of the airport as it comes on line greatly improving job prospects in the Thanet area.
- More new dedicated quiet air freight aircraft are coming into service, that require freight service only and Manston will provide a rapid ground handling turnaround facility, which at present the London hubs have difficulty in efficiently managing. London hubs business is primarily passengers
- The greatly enhanced airport will be capable of catering with far more aircraft movements than set out in the DCO submission and when operational will be less busy and far quieter than it was when RAF Manston was at its busiest in the first half of the 1980s.
- There is no planned night flying, except where operational or emergency circumstances require the occasional night movement to take place.
- Within the scope of RSPs future plans is the operation for a flying school to encourage aviation interest in the local area, which would include the

Flying Scholarship programme for the Air Cadet Organisation (ACO) and the Girls Venture Corps Air Cadets (GVCAC).

- Because of its excellent links with London and the south eastern quadrant of the UK executive jet services would be encouraged to operate, useful when international major sporting events take place in the local area.
- When operational Manston should quickly attract additional customers who need dedicated air freight moved around the world.
- There is an overwhelming swell of support for the re-opening of the airport at Manston within the Thanet population.
- With a rejuvenated, ultra-modern and successfully operating Manston Airport the Isle of Thanet and the East of Kent will flourish and prosper. On the other hand with no major provider of employment or inward investment the future remains bleak for the Isle of Thanet. Without the reopening of Manston Airport sadly this area will remain a financial stagnant backwater, an unemployment blot on the United Kingdom's landscape, a crowded uninviting overspill housing ghetto with neither aspirations nor hope for the future.

As an added reflection:

The Government should give due thought and consideration into a joint venture with RSP. In this respect Manston could become a highly successful marriage between civil and military aviation operations. Manston could easily provide, with minimal cost, a forward base of operations in the Channel area for surveillance of the Channel region, Coastguard, Search and Rescue and local air ambulance service (fixed wing and rotary), all of which are presently provide from more northerly bases, some as far away as south Yorkshire. Immediate provision of Channel air coverage will no doubt save lives (ships in distress and illegal immigrants) and cut time to a minimum between emergency call out and time on task. MoD installations that are already on site could continue to be protected, maintained and operated under a joint Memorandum of Agreement.

Should you require any further information as to my professional qualifications in this respect please do hesitate to contact me.

Sincerely
Peter J Quintmere

From: [REDACTED]
To: [REDACTED]
Subject: Determination of the development consent for the proposed reopening of Manston Airport, Isle of Thanet, Kent
Date: 09 July 2021 15:47:50

For the Attention of: Manston Airport Case Team

Dear Ms Kopala,

Reference A: Previous Correspondence Dated Sunday 13/06/2021 21:45

Reference B: Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010

Reference C: Re-determination of the Application by RiverOak Strategic Partners Limited("the Applicant") for an Order granting Development Consent for the reopening and development of Manston Airport in Kent.

This email is in addition to one that I sent to you at Reference

A Carbon Neutral Airport:

The UK enshrines new target in law to slash emissions by 78% by 2035. The UK's sixth Carbon Budget will incorporate the UK's share of international aviation emissions for the first time, to bring the UK more than three-quarters of the way to net zero by 2050. The government's commitment to the carbon budget, which is due to be passed shortly, allows growth in emissions as long as they are balanced in other ways. From the RSP submission you are aware that they are committed to a net zero day one outcome, which means that Manston will be better placed than any other airport in the UK with respect to environmental issues. RSP intend to collaborate with aviation major users to ensure that wherever possible their aircraft use greener bio fuels thus improving the carbon footprint in arrival and departure zones of the airport.

Brexit & Covid19:

RSP intends to expand the number of aircraft stands to keep pace with traffic demands to maintain its fast turnaround capability. Manston has long had a reputation for a fast turnaround of freight especially perishable goods, with 45 minutes the standard at Manston. Brexit and the Covid pandemic have clearly demonstrated the problems for perishable and other cargos by the additional restrictions, physical and administrative, imposed on crossings from Europe. RSP intends to take on the additional freight traffic, which is currently being trucked to European airports. One only needs to look at the increase in "freight only" aircraft operating in the UK and European skies and the overwhelming increase in e-commerce since the start of the pandemic to appreciate that there can be no further delay to the work required to re-instate the airport. The rapid improvement of the air freight industry in the United Kingdom, both import and export when Manston comes on line operationally is an opportunity that should not be considered lightly. As an island nation the United Kingdom economy depends crucially on its ability to trade not just with Europe, but with world. An operational Manston Freight hub will provide that gateway, not only to a more wealthy and prosperous United Kingdom, but also

for the people of the Isle of Thanet and the south east who will benefit from the hundreds and then thousands of jobs, direct and indirect, skilled and unskilled that the airport will generate over the coming years

Post Script:

The ANPS (Airports National Policy Statement) was reinstated, albeit it applies mainly to the case for a third runway at Heathrow. However, as the whole country is aware the completion of that venture is more of a pipe-dream than a reality; on the other hand the ANPS does refer to "**making best use**" of existing runways, it indicates the "**need for air freight**" and "**for increased airport capacity**". There is no doubt that Manston airport with its huge private investment will be capable of providing all of that and in short.

Should you require any further information as to my professional qualifications in this respect please do hesitate to contact me.

Sincerely
Peter J Quaintmere